WHY THEY CONSOLIDATED

Railway Conductors Give Reasons for Federating Their Organizations.

L. E. & W. Mortgaged to Raise Money for Needed Improvements-M. E. Ingalls Leaves the Cincinnati Southern Directorate.

The high officials of the Brotherhood of Conductors, numbering over eight thousand members, and the high officials of the Order of Railway Conductors, numbering over twenty thousand members, have addressed circulars to the membership setting forth the reasons for the consolidation of the two organizations under the name of the International Brotherhood of Railway Conductors. As, originally, there was a decided opposition among the members of the Brotherhood of Conductors to consolidating the two organizations, the officials of the latter have addressed a letter, personally, to each of the dissatisfied ones. Below is published the important portion of the letter:

"We felt sure that some at the onset would feel displeased with the steps that have been taken on the part of our brotherhood, and might feel that we had surrendered everything on our part. In this you are mistaken. At the time the agreement was made-and, in fact, ever since the O. R. C. convention held at St. Louis in May last-the only differences between the brotherhood and the order were the grand officers and the name, for the order had surrendered to the brotherhood in every other particular. They eliminated their anti-strike clause and adopted our plat-form of protection, and also arranged for a compulsory insurance for \$1,000, same as we had in force, and they have arranged to do away with their permanent membership, which was always opposed by the B. R. C. They have dissolved their incorporation, exactly in accordance with the ideas of the brotherhood. Their obligation has been changed until now it is practically the same as the obligation of the brotherhood; and they, as the agree ment will show, accepted the place we vacated in the Supreme Council. If we could have had our way we would have named the consolidated organization the Brotherhood of Railway Conductors of America, and we made this proposition to the representatives of the order, but they had no power to change anything in their makeup without convening a special session of their Grand Division, and this would have cost them \$30,000; they offered to do this if | America. necessary, but in case they did it, they wanted us to convene a special session of our Grand Division also, and this would have cost us about \$15,000. We knew, and know now, that no man with the best interests of the conductors of our country at heart would insist upon any such expenditure of money to merely change a word in a name for our conductors' organization, when, if desired, this same thing can be accomplished a little later on and without any extra expense. To the true friends of protection in the O. R. C., as well as the B. R. C., our advice is to get close together, and if anything is wrong with or in the make-up of our conductors' organization right the same through your influence and votes at coming conventions.'

The Cincinnati Southern Meeting. The annual meeting of the Cincinnati, New Orleans & Texas Pacific stockholders was held yesterday in Cincinnati. The annual report was presented and a number of questions were asked by the stockholders with reference to the causes that led to the declaration of a two-per-cent. semi-annual dividend, instead of a larger dividend. President Felton explained, but it was not quite clear, and a committee was appointed to suggest a clearer method of stating the accounts. In answer to a question, President Felton said the failure to extend the lease was due to the exorbitant rental provided for in the enabling act of the Legislature, and from the refusal of the city of Cincinnati to provide the necessary betterments for the road or to enable the company to do so. The election for directors was without op-position. The old board was re-elected, with the exception of Mr. M. E. Ingalls, who declined, and Mr. John H. Inman, president of the Richmond Terminal, was elected in his place. The board consists of W. P. Anderson, Calvin S. Brice, S. M. Felton, Alex. McDonald, C. C. Harvey, Samuel Thomas, T. T. Gaff, W. A. Goodman and J. H. Inman. From the annual report it appears that the earnings of the road increased in the year ending June 30, 1891, but 269,988, while the expenses increased for the same time \$290,320. The expenditures were \$270,508 for rolling stock, real estate and building roadway structures. President Felton says the expenses in Cincinnati were increased by lack of proper terminal facilities, during the year, \$150,508

Money to Make Needed Improvements. The Lake Erie & Western Railroad Company has executed to the Central Trust deed or mortgage for \$5,625,000. The instrument covers the following property: The depot and terminus at Sandusky, O., and the line of railroad running thence through Ohio, Indiana and Illinois, also the railroad formerly the Indianapolis, Peru & Chicago railway, the Chicago, Cincinnati & Louisville railroad; the Michigan City & Indianapolis railroad, and all the railroad known as the Fort Wayne, Cincinnati & Louisville railroad, from Fort Wayne to Connersville, and the Rushville branch of the last-mentioned road, covering, in all, 725 miles. The bonds are to be payable in gold, with interest at 5 per cent. This mortgage is to be subject to a first mortgage, dated Feb. 21, 1887, made to the Central Trust Company and A. L. Mason, This gives the management of the property funds to complete the needed improvements and properly equip the entire system, doing which will largely increase its earnings. The company is now receiving new cars at the rate of twenty a day; next month it will receive eight first-class ena contract for 1,000 more box cars will be let shortly, making 2,500 new cars placed on the road since June 1. With the present in-crease the bonded debt of the road is but \$20,000 per mile, which is a light debt for a road as well located and having so bright a

Less Traffic Than Expected. Chicago railroad men are not so joyful over the outlook as they were a month ago. They had expected that by this time they would be put to their atmost exertions to provide cars enough to move the eastbound freight, but instead of that they find that there has been no strain what-ever on the capacity of their roads. Not only is business dull, but the volume is actually decreasing from week to week, and, what is more surprising, it continues to fall far short of the tonnage recorded for corresponding periods in 1800, which was regarded as an off year. This falling off can no longer be attributed to water competition, for lake shipments during the past two weeks have decreased even more than

the shipments by rail. The east-bound movement of dead freight from Chicago by the railroads last week, including both through and local consignments, amounted to 56,516 tons, against 60,165 for the preceding week, a decrease of 3,589 tons, and against 67,363 for the same period last year, a decrease of 10,847 tons. At the same time lake shipments fell away from 103,125 tons for the preceding week to

82,670 tons last week. The shipments of flour, grain and provisions from Chicago to the sea-board by the roads in the Central Traffic Association aggregated 23,635 tons, against 25,449 for the preceding week, a decsease of 1,814 tons, and against 34,016 for the corresponding week of 1890, a decrease of 10,381 tons. The Vanderbilt lines carried 55 per cent. of this traffic, the Pennsylvania lines 26, the Chicago & Grand Trunk II, and the Baltimere & Ohio 10.

chairman of the joint committee, confirms | Indianapolis line.

the recommendation of the freight commit-tee of the Central Traffic Association, that the differentials in use by the Continental line and Central States Dispatch via the Baltimore & Ohio road and connections, on east-bound traffic transported by rail to Baltimore and thence by water to Boston, Providence and other New England points be authorized. The differentials are as follows: First class. 8 cents; second, 6; third, 4; fourth, 3; fifth, sixth and special classes, 2 cents. The same differentials are allowed the Cumberland Gap Dispatch and the Kanawha Dispatch when property is forwarded by rail and sea.

Personal, Local and General Netss. The Chicago & Alton company is putting the Janney automatic couplers upon all their freight cars. There were transferred over the Belt road

week ending Oct. 10. Vice-President Thomas King, of the Baltimore & Ohio lines, says that soon all through trains of that road will be run via Pittsburg instead of Grafton.

last week 15,161 cars, against 15,002 in the

C. B. McCormick has been appointed foreman of engines on the Pennsylvania lines west of Pittsburg, with headquarters at Pittsburg, vice E. R. Beaty, transferred. The Atchison, Topeka & Santa Fe will double its track for a considerable distance out from Chicago. To make this improve-

The eastern lines out of Kansas City are somewhat disturbed over a rate the Continental fast-freight line is naming for Baltimore. The business is shipped via St. Louis and Peoria.

The shipments of live stock to this city are unusually large for October. Last week Belt-road engines handled 1,321 carloads of stock, against 941 car-loads in the corresponding week of 1890.

The Chicago & Alton have decided to use the Fountain time signal on their entire line. Superintendent Bates has improved this signal and it now works in perfect order. It prevents rear-end collisions.

The Lake Shore people are experimenting with asphalt between the tracks in some of its yards. It is thought this will be better than ballasting with stone or gravel, producing a smoother and more sightly yard. It is four months since A. G. Wright was reappointed general roadmaster of the Indianapolis division of the Louisville, New Albany & Chicago road, and during that time he has placed under the track on this division sixty thousand new cross-ties.

M. L. Mardis, who for some years past has been passenger agent of the Erie lines at Youngstown, O., on Nov. 1 goes to Lis bon, O., to take charge of the Erie's passenger and freight business at that point. Bruce Bailey will succeed him at Youngs-

A Western short line, incorporated last week, bears the title of the Hudson, St. Vrain, Erie, Mitchell, Lafayette, Lonisville, Marshall, Denver & Pacific railway. This is undoubtedly the most lengthy specimen of railroad nomenclature in

The C., C., C. & St. L. Mutual Benefit Association will hold its annual meeting in the Board of Trade room to-morrow evening. Delegates from all prominent points on the Big Four system will be present, as each division now has a large representa-

tion in the association. The local freight traffic of the Big Four lines has reached such a volume that its city freight depots here are far from being adequate to handle the business with any promptness, and plans for a new, commodious freight depot, to be located on Alabama

street, are now being considered. Allen Manvell, president of the Atchison, Topeka & Santa Fe, has returned to Boston from a six weeks' trip over the lines, and reports that the system, physically, was never before in as good condition as he found it. As regards business, he says it is simply limited by equipments to haul it.

The Chicago, Barlington & Quincy people, now that their earnings are footing up so handsomely, are very sensitive if anything is said detrimental to the company's financial standing. It now has in its treasury the money to pay all indebtedness for roads it has acquired in the last few years, which falls due on Jan. 1.

The revised rules of the Indiana Carservice Association have been printed in pamphlet form and will be distributed this week. General Manager Bacon says they are so explicit that agents, shippers and consignees may understand, without questioning, what is expected under the regulations of this organization.

Master Car-builder Anderson, of the Pitts-burg & Western road, has been offered and accepted the same position on the Chicago & Eastern Illinois road. He returned to Pittsburg on Friday last from Danville, Ill., where he met President Saul, and the officials of the P. & W. are trying to persuade him to remain with that road.

At the annual meeting of the Columbus. Shawnee & Hocking Railroad Company the most important action taken was with reference to leasing an outlet to Lake Erie for the coal traffic of the road, which extends from Columbus into the eastern and sontheastern Ohio coal fields. The directors were authorized to perfect arrangements for leasing the Sandusky & Columbus, Lake Erie & Southern Short-line now in process of construction from Sandusky south by direct line to Columbus. The new route will be, when completed, the shortest and most direct between central Ohio and the great lakes.

Chairman Finley has been notified by the Atchison, Topeka & Santa Fe road that up to the present it has taken no steps to meet the cut in passenger rates made by the Kan-Company, of New York, and Robert C. Bell, eas City, Fort Scott & Memphis, from Kanof Fort Wayne, Ind., as trustees, a trust can no longer iguore this competition. The Atchison has, therefore, decided to make a first-class rate of \$26,25 from Kansas City to Washington, through Chicago, the second-class rate to be \$23. These rates will, of necessity, apply to Raltsmore and Harris-burg. Chairman Finley has authorized all interested lines to take similar action.

A circular issued by the chairman of the Central Traffic Association authorizes the following rule: "When traffic is contracted for snipment by rail to lake ports, and thence by lake and rail to Eastern destinations, and arrives at the lake ports after navigation has closed, and is tendered to the rail lines there for all-rail transporta- jury. tion, the rates east of such points of transfer will be the proportions due therefrom of the all-rail tariff rates in effect at the original points of shipment. The traffic so changed will be entitled, under these rates and conditions, to the rule authorizing the changes in consignees and destina-

The New York Central people will, on Oct, 26, put on their new fast train between New York and Buffalo, to be known as the Empire State Express. It will be the fast-est train in the world, and will make the trip. 440 miles, in eight hours and forty minutes, or at a sustained speed of fiftytwo and one-third miles an hour. The Royal Blue line of the Baltimore & Ohio and the Pennsylvania Limited, between New York and Washington, average 51.9 miles an hour; the Scotch express, so much talked of, 51.6 miles an hour. The new train leaves New York at 9 A. M. and reaches Buffalo at 5:40 P. M., stopping at Albany, Utica, Syracuse and Rochester

Col. Bennett H. Young was called by tele gram quite unexpectedly to Chicago on Friday last, where he had a conference with certain parties who are interested in the Louisville, New Albany & Chicago road. He returned on Sunday to Louisville, and is very reticent in stating for what he was called to that city. Chicago parties are said to have become interested in the new bridge over the Ohio river from Jefferson-ville, and it is believed that an effort is being made to get Colonel Young interested in the enterprise. It is also stated that the Vanderbilt people have been considering the advisability of taking hold of this enday, the Aurora branch of the Big Four

will be extended to Jeffersonville. For five years the management of the Cinciunati, Hamilton & Dayton lines has been expending money liberally on the In-dianapolis division, until now it is, without question, one of the best 125 miles of track out of Indianapolis. A railroader of many years, and an expert judge of track, who recently had occasion to ride over the Louisville division of the Pennsylvania lines (J., M. & I.), which is credited with being the best track in Indiana and about as good as there is on any division of the Pennsylvania system, last week made a trip over the C., H. & D. from Indianapolis to Cincinnati, and he says that the track is in every respect equal to that of the J., M. & I., which stands so high. Im-proving this division has been profitable to

HAUGHVILLE WHITE CAPS

John Abbott Able to Identify Only Five of His Alleged Assailants.

Story of the Outrage Recalled-Mahoney's Damage Suit Ruled Out-Shooting Affray in Court-Docket Notes.

The suit of John W. Abbott vs. John Dillon and others for personal damages began yesterday, in Judge Harper's room, before a jury. This is known as the Haughville White-cap case. The trouble from which it arises occurred in Haughville, in April last. Abbott had been arrested for assaulting and robbing an old colored man named Jonathan Devine on the public highway, and was incarcerated in the Haughville jail. The robbery curred about midnight, but a couple of hours, a mob had organized, and, after battering in the jail door, took ment \$1,000,000 is to be raised on initial | Abbott to a field on the outskirts to ad minister, as it was threatened, summary punishment. They hanged him by the neck several times in the attempt to ex-They finally desisted from their purpose, and Abbott was allowed to be taken to the county jail. His treatment had thoroughly frightened him, but he was not much hurt. His brother was afterward arrested for the robbery of Devine, and on a plea of guilty was sentenced to the penitentiary. John Abbott was acquitted of all connection with it. He then brought suit for the treatment given him, the complaint naming as defendants John Dillon, Patrick Dillon, James Brunnett, William Brannett, Jacob Weinbricht, John G. Weinbricht, H. Hollingsworth, John Walker, H. Goetz, Joseph Lindsey, P. Stoner, George Smith, William Morgan, Casper Hedrich, Jacob Miller and James Thorpe. The plaintiff was yesterday able to identify only John and Patrick Dillon, Casper Hedrich, Jacob Mueller and James Thorpe, and the case as to the others was dismissed.

Ruled Out of Court. Judge Brown yesterday sustained a demurrer to the evidence in the case of Patrick Mahoney vs. the Big Four road. The suit was for damages for injuries received in 1861. It was alleged that the company, rather than stand a suit, agreed to pay Mahoney a life annuity, did so pay it for several years, and then cut it off. The trial developed that the plaintiff had no legal evidence of a contract, and the court explained that under the circumstances, while the abject condition of the plaintiff called for the benefit of every doubt, he would yet have to sustain the defendant's demurrer. This throws the case out of

Shooting Affray in Court. The trial of Thomas Venable for shooting James Sleet, Sept. 2. began yesterday. The affray occurred on Twenty-second street, near Bellefontaine, at the close of a day's work. The men were employed at street work, and in the afternoon a quarrel arose between Noble Venable and Sleet. They agreed to wait until 6 o'clock to settle it. Thomas Venable maintains that his brother, and not himself, fired the shots, but not until Sleet had knocked him down

with a stone. "Ex-Party" Petition, A petition was filed in the Superior Court yesterday by P. W. Bartholomew for a change of name of the Howard Life Association to the Northwestern Life Association. The reason advanced is that the change will prove a business benefit. The document, among other indorsements on the back, contains the words "ex-party."

Tommy Miller and Wife Make Up. The surety of peace proceedings brought in Justice Habich's court by Mrs. Huston against her husband, James W. Huston, alias Tommy Miller, the pugilist, were yesterday dismissed at the request of the

relatrix. Could Not Account for the Rig. George Wright was found, yesterday, in possession of a horse and buggy belonging to Mrs. Mary Barr, and was locked up by detective Thornton on a charge of grand larceny.

Docket Notes. The will of William McCarty, deceased, was yesterday probated, and James E. Greer was appointed administrator of John H. Huntington, deceased, with \$200 bond. Josephene E. Zimmermann was appointed guardian of her two children, in bond of

Peter Boone, an employe of the New York store, has brought suit in Justice Alford's court against the Pettis Dry-goods Company for \$75, due, as alleged, under the eight-hour statute, for overtime.

The Court Recerd SUPERIOR COURT. Room 2-Hon, James W. Harper, Judge. John W. Abbott vs. John Dillon et al; damages. On trial by jury.

New Suits Filett.

In re change of name of Howard Life | Can form an opinion of their own Association to Northwestern Association. Eagle Machine-works Company vs. Charles Orme; account. Demand \$200. Mary E. Lee vs. Alford Lee; divorce. Adultery.

CIRCUIT COURT. Hon. Edgar A. Brown, Judge. New Suit Filed. Angie Tuttle vs. John H. Tuttle; divorce and change of name to Angie Shoobridge.

Abandonment.

CRIMINAL COURT. Hon. Millard F. Cox. Judge State vs. Thomas Venable; assault and battery with intent to kill. On trial by

AMUSEMENTS.

ENGLISH'S-"THE FAST MAIL." Lincoln J. Carter's railway play, "The Fast Mail," was presented at English's last night. The large stage was taxed to its full limit with the fittings necessary to a performance which brings out the locomotive and heavy freight train, the swiftmoving mail train, the steamboat and other popular effects. The play is one calculated to interest an audience from the front row of the paraquet to the back seat in the gallery. While the many thrilling incidents hold the attention of those whose interest is centered in the work of the actors, the glimpse of the Mississippi river from the heights of Memphis, and a view of Niagara Falls by moonlight, as seen from the center of suspension bridge, pleases the lovers of stage art. The house was well filled, and the frequent manifestations of approval indicate a successful run. The play will be repeated to-night and to-morrow afternoon

and evening. PARK-"LOST IN NEW YORK." Mr. Leonard Grover's well-known comedy drama "Lost in New York," as given at the Park yesterday, evidently greatly pleased the two andiences that filled the theater. In itself this play has enough comedy and sensation to make it a popular production, and the claborate scenic accessories add much to its realism. Chief of these is the river scene, to represent which a hage tank of water, covering a greater part of the stage, is employed, on which are seen water crafts of various kinds, ineluding a small steamboat, which runs about as though it were on a wide expanse of water. There are various other scenes representing well-known places about New York city. Altogether the scenery is the most striking that, has been put on the Park stage this season, and it was almost as much applauded yesterday as was the play. The performance was a creditable one. Miss Louise Galloway plays Jennie, the street waif, better than it has ever before been played here. Mr. Pixley's tramp is an amusing impersonation and little Lillian Spencer showed herself to be a precocions youngster in a pretty little part. The singing and specialties were attractive.

'Lost in New York" will run all week.

There are a large number of comedians and singers who are well known in the company, and a bill full of novelties is

Mr. Charles H. Hoyt and his partner, Mr. Charles Thomas, will both be here Thursday evening to see "A Trip to Chinatown,"
Mr. Hoyt's latest farce-comedy. They
have added to the company a half dozen of the most capable people that can be obtained to strengthen it for the New York run, which they expect to extend throughout the entire season, and it is this company that will present the piece here. The leading members of the old organization. Harry Conor, Annie Boyd and George Beane, jr., remain. It is claimed that this is the cleverest farce-comedy company Hoyt & Thomas ever had. Seats will be on sale to-day.

New Corporations. The Connersville Cabinet Company filed articles of association with the Secretary of State yesterday. The capital stock is \$45,000, divided into \$50 shares. The directors are Nathaniel W. Wright, Robert C. Wright, William B. Wright, Nathaniel C. Wright, Curtis S. Wright and T. J. Rittenhouse. The object of the organization is to manufacture furniture. Articles were also filed for the Willow Springs Creamery Company, of Etna Green, Kosciusko county. Indiana. The capital stock is \$6,000, divided into sixty shares. Thomas A. Smailes, Chas. E. Bowman, Henry C. Goshert, Daniel Johnson, Alonzo Burket, George Snook and Jacob Rittenhous are the directors.

County Fuel. The County Commissioners yesterday made a contract with the Indianapolis Natural-gas Company for the winter's fuel supply in the court-house and jail. The price for the former is \$2,200, and for the jail \$196. The board received no other bid. Commissioner Emerich favors experimenting with petroleum as fuel, and is watching the experiment at the State-house and at King-

Light Infantry Complimented. Last night Generals McGinnis and Macauley, with other friends, attended a drill by the Light Infantry, and after its close complimented the company on its efficiency. Both gentlemen talked in reminiscent mood of their military experiences thirty years ago.

Catterson Repudiated.

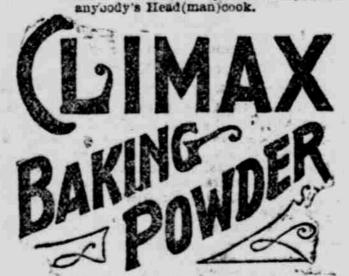
To the Editor of the Indianapolis Journal: The law requires that the various city boards should be divided politically. There is not a well-informed man in this city who does not know that Robert Catterson, who was put on the Board of Pubhe Safety as a Republican, is not a Republican. He boasts that he voted for Sullivan two years ago, as well as at the late election. It is no secret that he never enjoyed the confidence of the Republicans, and that party should enter a formal protest against his continuance in that place. No man with a particle of self-respect would impose himself upon a party which repudiates him unanimously, as the Republican party does Catterson.

INDIANAPOLIS, Oct. 19. A REPUBLICAN.

Wants an Explanation. To the Editor of the Indianapolis Journal: The case of Julius Hoeffner, noticed in Monday's Journal, deserves more than mere mention. Why Dr. Wright should refuse to accept an acute insane person, and yet keep on hand a hundred or more persons I wish he would explain.
W. B. FLETCHER. who are incurable, and have large incomes,

INDIANAPOLIS, Oct. 19. For bronchial, asthmatic and pulmonary complaints "Brown's Bronchial Troches" have remarkable curative properties. Sold only in boxes.

KNOW SOMETHING About Breadmaking, after all. They can tell a GCGD BAKING POWDER ment Chemist, a Supreme Analyst, or



Should be tested, just as any other cooking material, by actual use. It gives Better Satisfaction at Half the Cost of the other kinds,

Bright Women

Get a can of Climax from your Grocer and convince yourself.

GOLD MEDAL, PARIS, 1878.

Breakfast from which the excess of oil has been removed,

Is Absolutely Pure and it is Soluble.

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are used in its preparation. It has more than three times the strength of Cocoa mixed with Starch, Arrowroot or Sugar, and is therefore far more economical, costing less than one cent a cup. It is delicious, nourishing, strengthening, EASILY DIGESTED, and admirably adspted for invalids as well as for persons in health. Sold by Grocers everywhere.

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If at any time artificial gas is desired for illuminating purposes this company will, upon application, attach meter and put on burners free of cost.

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Chairman Blanchard, acting as vicethairman of the joint committee, confirms

The company, as there has been a growth of business, both freight and passenger, which has not been exceded by any other lindian apolis line.

The company, as there has been a growth of business, both freight and passenger, which has not been exceded by any other lindian apolis line.

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The company, as there has been a growth of business, both freight and passenger.

W. F. REYNOLDS, Manager.

Wood, CHAIN and WOODEN FORCE PUMPS of the kind before the public, will give a performance at the Grand to-morrow night.

Cor. Alabama and Washington Sts., Indianapolis.

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DRUGGISTS.

BUSINESS DIRECTORY BUSINESS DIRECTORY BUSINESS DIRECTORY

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Room 19 over Fletcher's Bank, opp. New York store DENTIST. E. E. REESE 2412 East Ohio st., bet. Meridian and Penn. \$5 for FULL SET TEETH Extracted without pain at

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Champagne Cider, etc. Portable Fountains charged on short notice. 439 West Washington street. SAFE DEPOSITS.

Absolute safety against Fire and Burglar, Fig-Policeman day and night on guard. Designed for the safe-keeping of Money, Bonds, Wills, Deeds, Abstracts, Silver-plate, Jeweis, and Variable Trunks and Packages, etc.

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BELTING and EMERY WHEELS. W. B. Barry Saw & Supply Co., 132 & 134 S. Penn, st. All kinds of Saws repaired.

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